

Walk-Out Is Threatened by City Firemen

Continued from page 1

dred members who crowded into the association's headquarters in the World Building yesterday took this action in accordance with the advice of their leader, Albert E. Guinness, and following addresses by James P. Holland, head of the State Federation of Labor, and Peter J. Brady, supervisor of "The City Record," and Leon H. Rouse, president of "Big Six," the typographical union.

Holland counselled the men to suspend publication, pointing out that the continued issuance of the paper would result in the dismissal of the eight officers of the organization. He explained that in such an event the American Federation of Labor, with which the men are affiliated, would be compelled to call a strike of the firemen and leave the city without fire protection. Brady advised the same action.

Considerable feeling was evidenced in the discussion following. The men were particularly aggrieved at the assertion of Commissioner Drennan that under a court ruling they had no constitutional rights so long as they were firemen. The objection of the Mayor and the commissioner that the men were soliciting ads was met with the assertion that paid solicitors had been obtained for this purpose.

Strike Shout Raised
The protest rose to a climax when a man in the audience shouted, "Let's go out on strike." Guinness, who was cool, cautioned the members to keep cool. He pointed out that they are strictly forbidden by the rules to strike, and that they could only resign from the service after five days' notice. When the question of a walk-out was finally put to the body it was turned down.

Groups of individuals, however, gathered outside the room following the meeting and a movement for concerted wholesale resignations from the department was discussed. It was learned that secret meetings will shortly be held, and while formally no walkout will be ordered, it is possible the city will face wholesale desertions from the service.

Fire Commissioner Drennan was not overjoyed over the action of the firemen.

"Hold-Up," Says Drennan
"The Mayor was simply tired of what he considered a hold-up game and

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ordered it stopped," he said in giving his version of the controversy. Complaints had been coming to the Mayor and myself from time to time from business men all over the city about the solicitation of ads for "The Fireman." Merchants have been getting a wrong impression of the paper, some believing that it was an organ of the department, and perhaps have been looking upon the solicitation of advertisements as a species of blackmail.

"The idea of a walkout is ridiculous and remote. A large number of the men are reaching the pension period and will not be willing to risk losing their pensions. The large body of the firemen are loyal and contented. I am not, however, opposed to their getting more money if the city sees fit to advance them.

"In any event, we have 1,500 men available and eligible to take their places in the department, and the possibility of the city being left in a serious situation doesn't alarm me in the least."

The Mayor refused to comment on the matter.

Green Car Men Quickly Win Raise

Receiver Hedges Grants Same Wage Increase as That Granted by I. R. T.

Job E. Hedges, receiver of the New York Railways Company, announced yesterday an additional wage increase of 15 per cent for the 3,500 operating employees of the green car lines. The increase is effective as of last Sunday, when the receiver awarded a 10 per cent advance. The surface car men have now received a 25 per cent increase, equal to that awarded the Interborough employees.

Hearing that the subway and elevated men had won a 25 per cent increase, the employees of the surface lines appealed to their leader, Thomas M. Fazzekley, president of the Brotherhood of New York Railways Company Employees. Mr. Fazzekley communicated with Receiver Hedges and told him of the car men's demands, saying they were opposed to calling a strike and merely had asked for more wages to meet increased living expenses.

Mr. Hedges notified Federal Judge Julius M. Mayer, who almost immediately authorized the increase. The entire business was transacted in two hours, and Mr. Fazzekley, accompanied by a group of delegates, was received in Mr. Hedges's office and told of the new schedule.

Mr. Hedges said the increase meant an approximate extra annual outlay of \$1,500,000. He said this would have to come from the receipts, including the income of the two-cent transfers. The receiver said there were individual contracts with the employees which expire August 15, 1920. He said further that the question of an in-

Those Who Ride Satisfied With Way the Strike Ended

But Majority of Them Say They See No Excuse for 8-Cent Fare; One Says Interborough Had Fat Years and Now Should Accept the Lean, as Well

The man who rides is well satisfied with the strike settlement, but he is ready to make a vigorous protest if the car men's increased pay must come out of his pocket in the form of an eight-cent fare.

None of the subway passengers interviewed had any suggestion to offer as to where the additional money required to pay the increased wages should come from. Many agreed, however, that five cents was a proper fare. There are some of the views expressed.

James Watkins, decorator, 201 West 109th Street—I am glad the strikers won out. They earn the money and should have it. It's going to help boost the cost of living, however, and I am sure some action should be taken somewhere to equalize things for the unorganized middle class.

George T. Lewis, tailor, 2548 Broadway—I think the receiver men got no more than they deserved. But the Interborough should not be permitted to increase fares. The public cannot afford to pay more for increased prices on essentials of life, like transportation, for instance.

One Who Liked It
Joseph Forman, taxicab driver, 225 Division Street—I'm sorry to see the strike settled. Why shouldn't I be? I was making a barrel of money till it was settled. I believe the settlement with the men was fair. But fares should remain as they are.

T. J. Kelly, architect, of 782 Morris Park Avenue—We are all glad the strike is over. The men were entitled to a raise. Motormen earning \$4 to \$5 must have a job trying to keep their families properly housed and fed. I do not believe fares should be increased. The Interborough in fifteen years earned 189 per cent on its investment. Every business has its off years, and the Interborough should take the lean years with the car men.

Eugene Von Bach, of 3136 Broadway—The strikers have done well. I believe the new scale is ample for a class of work that requires no high technical skill. If the Interborough cannot meet the increased cost of operation due to this wage increase out of its income it is obvious that the fares must be increased.

Believes in Higher Fares
William Dunn, Salesman, of 1122 Forty-ninth Street, Brooklyn—We are all glad to see it settled. It is part of a movement that is not confined to this country. A large number of work-

ers had not been discussed, as the Public Service Commission had adjourned the New York Railways case for six months.

Conspiracy Charges Delayed by Swann

Edward Swann, District Attorney, decided yesterday to delay proceedings looking to the preferment of conspiracy charges against Interborough officials and labor leaders who, he believes, conspired to force an 8-cent fare on the company's lines. The decision was announced after a conference with Mayor Hylan, Richard Egan, Police Commissioner, and two

men are dissatisfied with what they earn, and many claim they find it impossible to live on present wages. Of course a living wage must be paid, and living conditions must not be lowered. If street car lines cannot make ends meet on a nickel fare it is obvious that the fare must be increased.

Harry Feldman, of 8794 Bay Ninth Street, Brooklyn—I am pleased with the strike settlement, but I do not see why the B. R. T. men did not get the same terms when they struck. They are living under the same conditions. I am not in favor of an 8-cent fare. From all reports the I. R. T. is making money. I think the strike was a stall on the part of the I. R. T. to get a higher fare. Hylan got a raw deal not being called in for the settlement. He did the best he could.

Elias Ellman, 1596 Lexington Avenue—The men ought to be satisfied. I don't believe in an 8-cent fare. The I. R. T. has made plenty of profits and it can afford to cut down a little on dividends and pay the men more.

Costs More for Everything
Nelson McLaughlin, 1157 Lexington Avenue—The men ought to get more money—it is the logical outcome of living conditions. I believe in an 8-cent fare. It costs more to eat, more for everything, therefore more for transportation.

H. J. Davis, 202 West Ninety-second Street—I'm glad the men won. They deserved it. But there should be an 8-cent fare. The company makes enough with the nickel rate.

Nat Sichel, 1024 Boston Road, The Bronx—I think the men were right in striking. The whole thing was smoothed over so fast that it looks as if there was some sort of collusion. The increase in fare should not be allowed.

John Brokaw, St. George Hotel, Brooklyn—The men should congratulate themselves on a very substantial victory. I had the men wait outside under the "Bridge of Sighs" between the Tombs and the Criminal Courts, while he demanded for their grievances and proceeded in making an appointment for this morning, when the matter will be discussed.

Judge Rebukes Amalgamated
The delegation then called on Judge Mayer. Frigidier held a conference with the judge and the men marched back to join other discharged comrades at the City Hall. After the conference it was evident that Judge Mayer was little inclined to back Frigidier in his efforts to force an 8-cent fare on the public.

"I am certain that the people of the city of New York are sick and tired of strikes, lockouts, misunderstandings and confusion. I propose to make my meaning as clear as I can."

"The Brotherhood of the New York Railways Company has been loyal to the public of New York and New Jersey and its receiver. It has not at any time struck or threatened to strike. It respectfully asked for a reasonable wage increase and waited until I had an opportunity to examine into and consider the request and announce my conclusion."

"The Brotherhood has been running the so-called green car lines since the strike under the stress of great difficulty, your clients were endeavoring to disrupt their organization. The Brotherhood of New York Railways Company Employees very naturally protested to the receiver against such a course, and the receiver, under date of August 14, answered the Brotherhood in a fashion, saying among other things, 'I will direct the manager to discharge any employee who interferes with any member of the Brotherhood in the discharge of his duties or disturbs him in any manner for the purpose of breaking up the Brotherhood. You are entitled by law not to be interfered with by false statements. You are entitled to my assistance, and shall have it.'

"The receiver's answer has my approval. The Brotherhood has asked for a conference with the receiver to-day, and on the question of wages the receiver is directed to deal directly with the Brotherhood."

Warns the Amalgamated
"In conclusion, I beg to say that if, notwithstanding the earnest effort of this court and its receiver to preserve this property for the public and for the thousands of people who have put their money into it, and can all afford to lose it, you or your client cause a strike, the blame will rest where it belongs, and in this strike, so far as I am concerned, there will be no compromise until it is determined whether or not law-abiding employees are to be left alone, and whether or not the public will continue to interfere with their necessity and convenience by those who insist on disrupting a lawful, orderly labor organization such as the Brotherhood of New York Railways Company Employees."

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ough and some strike leaders to call a strike and tie up the subway and elevated for the purpose of subjecting the public to such inconvenience and discomfort that the Mayor and the Board of Estimate, as they supposed, would be forced to grant an increase in fares.

"We have been collecting evidence and we propose to go ahead in a lawyer-like manner and prepare our case. I will wait until this case is ready to present any evidence to the grand jury. No subpoenas will be served until then. The Mayor has ordered the Police Commissioner to aid us in every way he can."

Sound Proof Needed
"Conspiracy is a very subtle offense and it requires a great many links in the chain of evidence to establish it. We are in the process of verifying statements made to us. We are conducting a District Attorney's investigation. We want to have a case which will stand the test of a motion to dismiss. Mr. DeLoach's advice will not interfere with our progress, although it makes it difficult for me to go ahead with only about 50 per cent of the staff on duty."

Francis Martin, District Attorney of Bronx County, yesterday laid before the Bronx County Grand Jury evidence calculated by him to indicate the existence of a conspiracy. He proceeded without delay, he said, to collect further evidence and material and lay them before the investigating body.

Judge Refuses to Reinstate Car Men

Mayer Rebukes Amalgamated for Effort to Disrupt the Brotherhood

Federal Judge Julius M. Mayer yesterday approved the action of Job E. Hedges, receiver of the New York Railways Company, in discharging seventy-five employees of the Amalgamated Association of Street and Electric Railway Employees.

Louis J. Frigidier, counsel for the Amalgamated, endeavored to have the action set aside by moving to have the men reinstated through appeal to Public Service Commissioner Nixon and Judge Mayer. Frigidier took the men, first to the commissioner's office. He had the men wait outside under the "Bridge of Sighs" between the Tombs and the Criminal Courts, while he demanded for their grievances and proceeded in making an appointment for this morning, when the matter will be discussed.

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Obituary

Funeral of Senor Quesada

Minister's Body Is Placed on Cuban Gunboat

Many officials of the army, the navy and the city government paid tribute yesterday to Gonzalo de Quesada, the first Cuban Minister to the United States, whose body arrived in this city from Germany last Saturday on the Nieuw Amsterdam. Senor de Quesada died in Berlin, where he was Cuban Minister to Germany, two months before the outbreak of the European war.

Funeral services were held at the Campbell Funeral Church, Broadway and Sixty-sixth Street, and a sermon was delivered by the Rev. Father Callero, a Cuban Jesuit minister. The official representative of the City of New York.

Following the services the body of Senor de Quesada was mounted on a gun carriage, and the funeral cortege proceeded to Ninety-sixth Street, by way of Riverside Drive, where it was placed on board the Cuban gunboat.

DR. PEDRO E. FRANKKE

Dr. Pedro E. Frankke, fifty-three, died yesterday in the Peter Bent Brigham Hospital, Boston. Dr. Frankke was born in Havana and was educated at Yale University. He studied medicine at the College of Physicians and Surgeons of Columbia University, from which he graduated in 1890.

Dr. Frankke had two daughters, Caroline and Katherine. He was a member of the American Medical Association and the Eastern District of Brooklyn and was elected in the public schools of the Anglo-Saxon Lodge 137, F. and M. S. L. Funeral services will be held tomorrow evening at 100 Midwood Street, Flatbush.

ALBERT F. SEEKER

Albert Frederick Seeker, forty-eight, of the New York Station of the United States Department of Agriculture, died yesterday morning, following an operation for appendicitis. He was born in the Eastern District of Brooklyn and was educated in the public schools of the Anglo-Saxon Lodge 137, F. and M. S. L. Funeral services will be held tomorrow evening at 100 Midwood Street, Flatbush.

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BIRTHS

DI SESSA, Mr. and Mrs. Nicholas D. Di Sessa, of 201 Grand Street, N. Y., announce the arrival of a baby girl, born August 18, 1919, at St. Vincent's Hospital, N. Y. City. Name, Mary Nicholas.

MARRIAGES

CORSE-THORNE, Mr. and Mrs. Charles Corse, of 100 West 100th Street, N. Y., announce the marriage of their daughter, Miss Mary Corse, to Mr. Charles Thorne, of 100 West 100th Street, N. Y., on August 18, 1919.

DEATHS

ANDERSON, Mrs. Anna, of 100 West 100th Street, N. Y., died yesterday morning at St. Vincent's Hospital, N. Y. City. Name, Mary Nicholas.

Girl Campers Seeking Candy

Are Killed by Fast Train
BINGHAMTON, N. Y., Aug. 19.—Late of candy caused the death of two girls and the critical injury of a third here yesterday, when an Erie passenger train struck a candy cart on the tracks.

Nixon Lauds Smith For Ending Strike

Lewis Nixon, Public Service Commissioner, issued a statement yesterday concerning the settlement of the I. R. T. strike, in which he said Governor Smith gave the strike settlement matter the "final kick over the line."

IN MEMORIAM

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